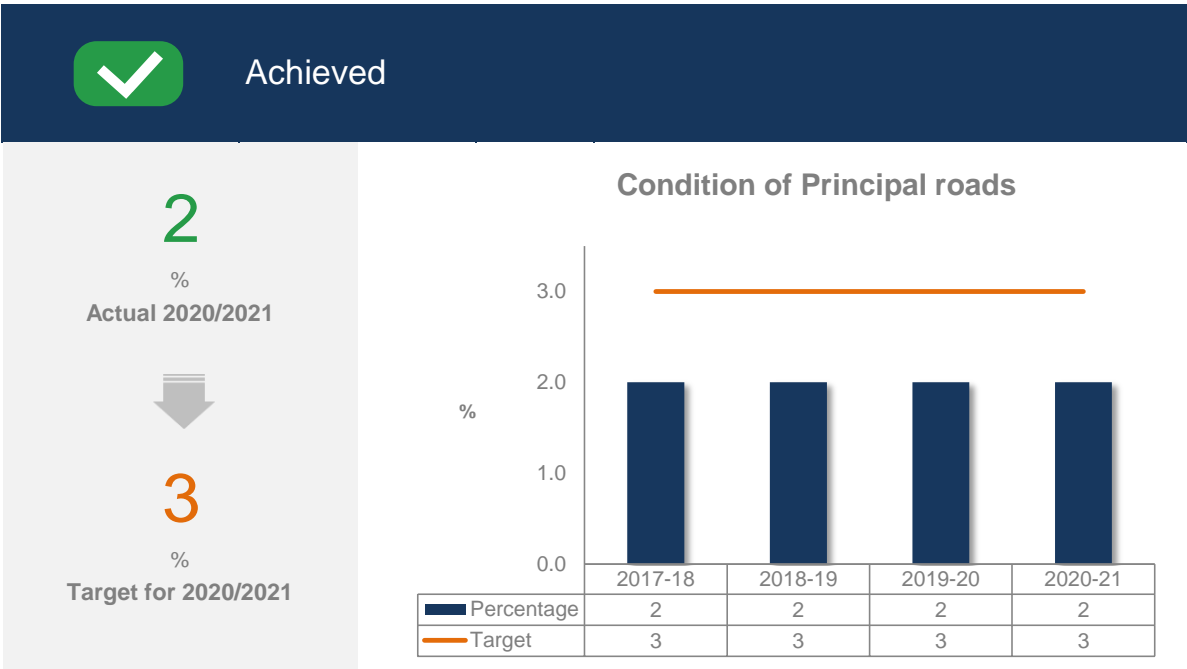


## Condition of Principal roads

Principal classified roads where maintenance should be considered as measured by SCANNER (Surface Condition Assessment for the National Network of Roads). This is a traffic speed condition survey which collects road geometry, longitudinal profile, wheelpath rutting, texture and cracking. Principal roads are A class roads e.g. A15, A158. Non-Principal classified roads are B and C class roads.

A smaller percentage of the road network where maintenance should be considered indicates a better performance.



#### Further details

Please see the main graph for all available data relating to this measure.

#### About the target

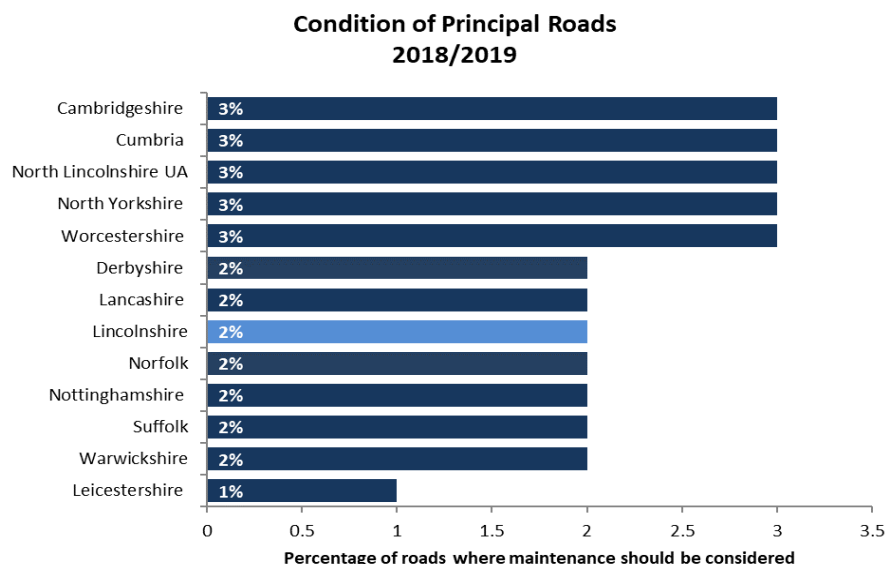
Target has been established in the Asset Management Strategy.

#### About the target range

Target range has been established based on long term monitoring of network condition.

#### About benchmarking

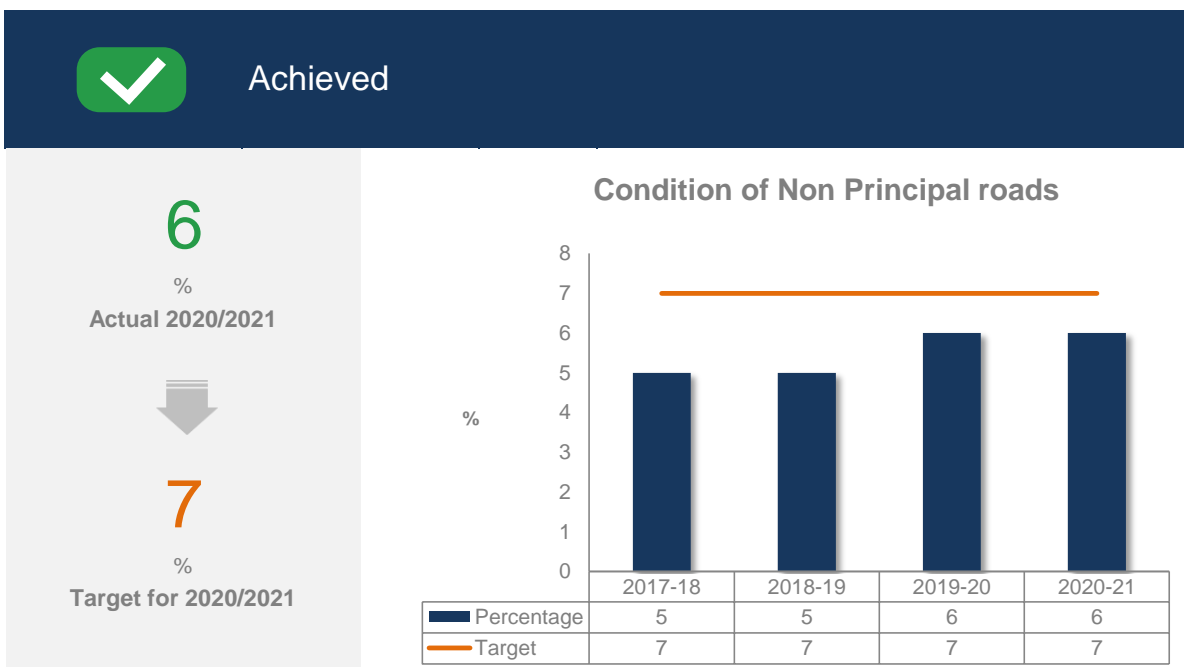
Statistics for all authorities are collated and published annually by the Department for Transport. Surveys are usually completed by the end of calendar year therefore what we report on 31st March includes the current year keeping the lag to a minimum. Principal and Non-Principal indicators are calculated with data over a 2 year period. So, on 31st March 2021 the number published for Principal and Non-Principal roads would be based on surveys from 1/4/2019 – 31/3/2021. Due to the pandemic the data for 2019/20 and 2020/21 has not been collected and published by DfT so the benchmarking figures for other authorities are not available for this period.



## Condition of Non Principal roads

Non-Principal classified roads where maintenance should be considered as measured by SCANNER (Surface Condition Assessment for the National Network of Roads). This is a traffic speed condition survey which collects road geometry, longitudinal profile, wheelpath rutting, texture and cracking. Principal roads are A class roads e.g. A15, A158. Non-Principal classified roads are B and C class roads.

A smaller percentage of the road network where maintenance should be considered indicates a better performance.



#### Further details

Please see the main graphic for all available data relating to this measure.

#### About the target

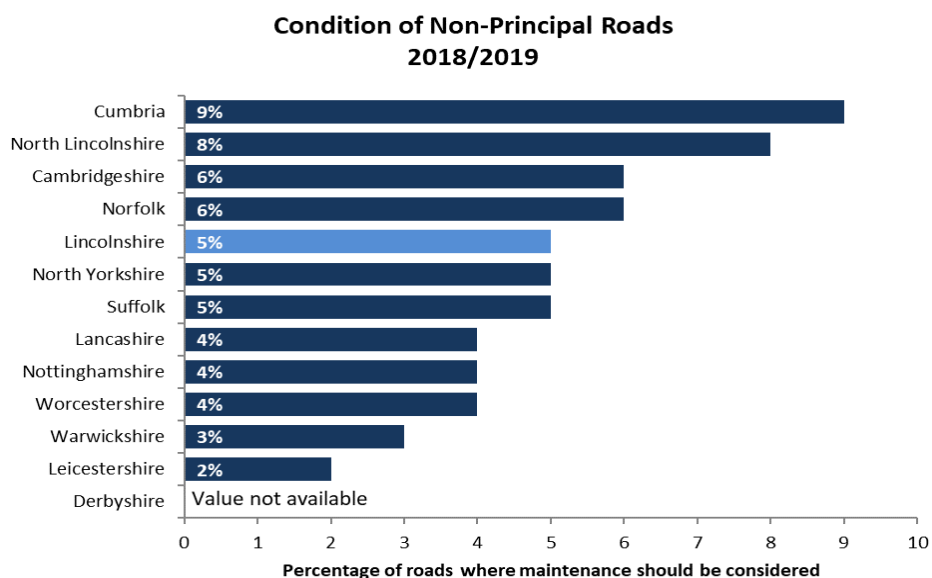
Target has been established in the Asset Management Strategy.

#### About the target range

Target range has been established based on long term monitoring of network condition.

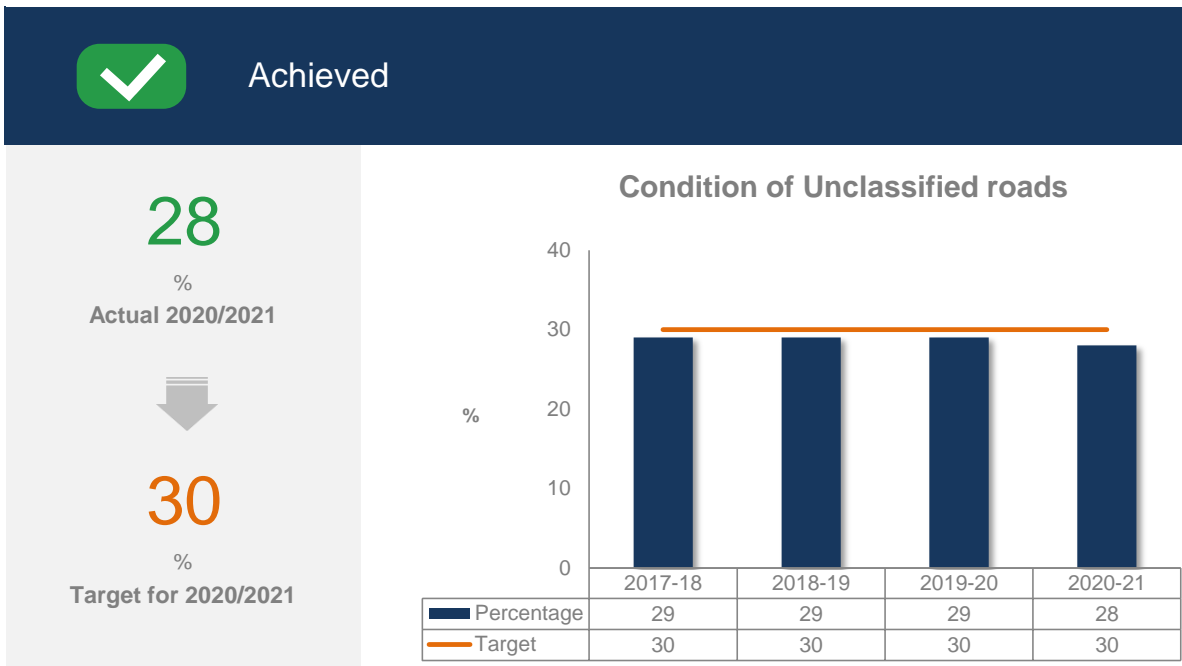
#### About benchmarking

Statistics for all authorities are collated and published annually by the Department for Transport. Surveys are usually completed by the end of calendar year therefore what we report on 31st March includes the current year keeping the lag to a minimum. Principal and Non-Principal indicators are calculated with data over a 2 year period. So, on 31st March 2021 the number published for Principal and Non-Principal roads would be based on surveys from 1/4/2019 – 31/3/2021. Due to the pandemic the data for 2019/20 and 2020/21 has not been collected and published by DfT so the benchmarking figures for other authorities are not available for this period.



## Condition of Unclassified roads

Unclassified roads where maintenance should be considered as measured by CVI (Coarse Visual Inspection) Surveys. A smaller percentage of the road network where maintenance should be considered indicates a better performance.



### About the latest performance

The condition of the unclassified network continues to show a small but steady improvement in condition through the implementation of the measures outlined in our Highways Asset Management strategy

#### Further details

Please see main graphic for all available data relating to this measure.

#### About the target

Target has been established in the Asset Management Strategy.

#### About the target range

Target range has been established based on long term monitoring of network condition.

#### About benchmarking

Statistics for all authorities are collated and published annually by the Department for Transport. Surveys are usually completed by the end of calendar year therefore what we report on 31st March includes the current year keeping the lag to a minimum. Unclassified Roads are calculated with data over a 4 year period. So, on 31st March 2021 the number published for unclassified would be based on surveys from 1/4/2017 – 31/3/2021. Due to the pandemic the data for 2019/20 and 2020/21 has not been collected and published by DfT so the benchmarking figures for other authorities are not available for this period.

